

# CHINA



# MAIL.

Established February, 1845. With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, MONDAY, APRIL 22, 1878.

日十二月三年寅戊

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GORDON & GOTH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSEN, 19, Rue Montevideo, Paris.

NEW YORK.—ANDREW WIND, 138, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BRAN, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & Co., Singapore. C. HEINZE and Co., Manila.

CHINA.—MACAO, MESSRS A. A. DE MELLO & Co., Macao. CAMPBELL & Co., Amoy. WILSON, NICHOLS & Co., Foochow. HEDDER & Co., Shanghai. LANE, CRAWFORD & Co., and KERRY & WALKER, Yokohama, LANE, CRAWFORD & Co.

## Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,000,000 Dollars.

## COURT OF DIRECTORS.

Chairman—F. D. SASSOON, Esq. Deputy Chairman—W. H. FORBES, Esq. E. R. BELLIOS, Esq. ADAM LIND, Esq. H. L. DALRYMPLE, Esq. WILHELM REINERS, Esq. H. HOPFUS, Esq. W. S. YOUNG, Esq. Hon. W. KESWIC.

## CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

## MANAGER.

Shanghai, EDWIN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

## HONGKONG.

## INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent per annum on the daily balance.

For Fixed Deposits—  
For 3 months, 2 per cent per annum.  
" 6 " 4 " " "  
" 12 " 5 " " "

## LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

## T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, February 27, 1878.

## For Sale.

CHINA SUGAR REFINING COMPANY, LIMITED.

THIS REFINERY MANUFACTURES.

LOAF SUGAR, (in 5, 10, and 15 lbs. Loaves).  
Oint and Powdered LOAF SUGAR.  
CUBE SUGAR (Lyle's Patent), shortly.  
CRYSTALLIZED SUGAR, mark O. S. R. (in diamond) A III\*.  
Fine WHITE SUGAR, mark O. S. R. (in diamond) A III\*.  
Medium WHITE SUGAR, mark O. S. R. (in diamond) A II\*.  
Fine YELLOW SUGAR, mark O. S. R. (in diamond) A II\*.  
COFFEE SUGAR, mark O. S. R. (in diamond) B I.  
GOLDEN SYRUP, SYRUP, and MOLASSES.  
ESSENTS OF WINE and LAMP SPIRIT.  
RUM, 45°, 50°, O. P., and Naval.  
ANIMAL CHARCOAL and DUST.  
AMMONIACAL LIQUOR, from Bones.  
BONE TAR (a preservative of white ant).  
ROUGH BONE TALLOW.

Packed in Quantities and Packages to suit Customers.

Particulars and Prices on application to THE MANAGERS, CHINA SUGAR REFINING CO., LIMITED, East Point, Hongkong, March 5, 1878.

## FOR SALE.

A SMALL SUPPLY OF BELL'S TELEPHONES, SHORTLY EXPECTED.

H. KLER & Co.

Hongkong, April 8, 1878.

## COAL.

BEST QUALITY CARDIFF STEAM COAL for Sale, ex Godown.

Apply to BATTLES & Co.

Hongkong, December 8, 1877.

## For Sale.

LAMBERT, ATKINSON & CO. HAVE FOR SALE.

Ex M. M. S. S. "ATA,"

AND OTHER RECENT ARRIVALS.

TEYSSONNEAU'S STRAWBERRIES in SYRUP.

TEYSSONNEAU'S ASSORTED FRUITS in NOYEAU.

TEYSSONNEAU'S ASSORTED FRUITS in BRANDY.

TEYSSONNEAU'S ASSORTED PATES, in Patent Tins.

TEYSSONNEAU'S PATE DE FOIE GRAS, in Patent Tins.

TEYSSONNEAU'S ASSORTED JAMS and JELLIES, in Glass Bottles.

PHILIPPE and CANAUD'S ASSORTED PATES.

PHILIPPE and CANAUD'S LONG ASPA. RAGUS.

PHILIPPE and CANAUD'S SARDINES.

FENARD & FILS' FINEST

CHERBOURG BUTTER, in Bottles.

CIGARETTES, COMPAGNIE LAFERME.

RICHMOND SMOKING MIXTURE.

BARCELONA NUTS.

BRAZIL NUTS.

PEANUTS.

ALMONDS in SHELL.

SMYRNA FIGS.

MUSCATEL BLOOM RAISINS, in Cartons.

EPPE'S COCOA.

BORDEN'S CONDENSED MILK.

GOLDEN GATE FLOUR, in Barrels.

GALETTINE and ISINGLAS, in 1/2 lb. Packets.

WAFFLE IRONS. AMERICAN

BROILERS.

VERY FINE

"O. K." BOURBON WHISKY.

BILLIARD CUE TIPS.

BILLIARD CUE CEMENT.

BILLIARD CHALK.

BILLIARD TABLE CLOTHS.

BLANKY and PERKINS' PORTER, in Hogsheads.

HOTH'S BEST QUALITY RUSSIAN ROPE.

HOTH'S ASSORTED TARED and WHITE LINES.

FAIRBANKS' SCALES.

cc., cc., cc.

Hongkong, February 22, 1878.

MacEWEN, FRICKEL & Co.

HAVE JUST LANDED

Ex S. S. "CHINA."

FROM SAN FRANCISCO.

Their Regular Shipment of Californian

ROLL FRESH BUTTER

in Cloth and Bottle,

AND

COOKING BUTTER in Kegs.

—Also—

The usual Assortment of STORES, including:

Honey,

Fine Rich

New Milk Cheese, Cod

Fish, Cod Sounds, Cod

Flah Tongues, Puget Sound

Red Herrings, Soused Pig's Feet,

Canvas Smoked

Beef, Large and Small Hominy,

Corn Meal, Hams, Bacon and

Canned Goods, Compressed

Tongues & Corned Beef,

Lunch Tongues,

Turtle.

—

And an Assorted Invoice of the

CALIFORNIA

CRACKER COMPANIES'

FANCY BISCUITS and CRACKERS.

Hongkong, April 17, 1878.

H. KLER,

General Agent.

Hongkong, March 30, 1878.

NOW READY.

A CHINESE DICTIONARY IN THE

CANTONESE DIALECT. Part I.

and II, A to M, with Introduction. Royal

8vo, pp. 404. By ERNEST JOHN FITZEL,

Ph.D. Tubingen.

Price: FIVE DOLLARS, or TWO DOLLARS

AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD

& Co., Hongkong and Shanghai; and Messrs

KERRY & WALKER, Shanghai.

Hongkong, March 1, 1878.

## For Sale.

COPE'S "GOLDEN CLOUD,"

A MIXTURE highly approved by Smokers.

NEW SADDLES,

BRIDLES,

and HARNESS.

POOL BALLS, and PYRAMID POOL BALLS.

ICE CHESTS.

FRENCH COFFEE MACHINES.

THE NEW ELECTRO-PLATED READING LAMPS.

BRONZE KETTLES, with SPIRIT LAMPS.

PERAMBULATORS.

CIGARETTES.

THE ROYAL NAVY LIST.

WALKING STICKS.

SUPERIOR MANILA CIGARS.

PITH HATS, in various Shapes.

SILVER TABLE LAMPS,

=22 to 25 CANDLE LIGHT.

LADIES' and GENTLEMEN'S INVITATION NOTE PAPER and

ENVELOPES.

A BROADWOOD'S Semi-Grand PIANO, For Sale or Hire.

LANE, CRAWFORD & Co.

Hongkong, April 12, 1878.

## Entertainment.

LUSITANO THEATRE.

AN AMATEUR PERFORMANCE will

be given at this Theatre,

IN AID OF THE FUNDS OF THE CITY HALL,

ON

WEDNESDAY,

April 24th, at 9 p.m.

THE ONE ACT COMEDY

"A CUP OF TEA,"

followed by

SULLIVAN'S OPERETTA

"TRIAL BY JURY."

By the kind permission of Colonel JAGO,

and the Officers of the 74th Highlanders

their Band will perform the following—

OVERTURE, to "Stradella."

Polka, Slacato (Flageolet

Solo),.....MR. BUCHANAN.

REMINISCENCES OF MEYERBEER.

Admission by TICKET ONLY, which

can be obtained (Price Two DOLLARS) on

and after Thursday next, from Messrs LANE,

CRAWFORD & Co.

W. WHEELER,

Hon. Secretary,

Hongkong Choral Society.

Hongkong, April 15, 1878.

## Intimations.

IN THE SUPREME COURT OF

HONGKONG.

IN BANKRUPTCY.

NOTICE.—NG AKIU, of Victoria, in

the Colony of Hongkong, a Widow,

having been adjudged Bankrupt under a

Petition for Adjudication of Bankruptcy,

filed in the Supreme Court of Hongkong

in Bankruptcy, on the 1st March, 1878, a

Public Sitting for the said Bankrupt to pass

her last examination, and make application

for her order of discharge, will be held

before the Honourable FRANCIS SNOWDEN,

Acting Chief Justice of Hongkong, at the

Supreme Court House, Victoria, aforesaid,

on WEDNESDAY, the 1st day of May,

1878, at Eleven o'clock in the forenoon

precisely.

FREDERICK SOWLEY HEFFAM, Esq., and

CHUNG AYAT are the Creditors' Assignees in

the Bankruptcy.

Dated the 16th day of April, 1878. my1

THE EQUITABLE LIFE ASSURANCE

SOCIETY OF THE

UNITED STATES.

HENRY B. HYDE, President.

J. W. ALEXANDER, Vice-President.

SAMUEL BOWDOW, Secretary.

A. A. HAYES, Jr., General Manager, for

China and Japan.

PRINCIPAL OFFICE,

120, BROADWAY, NEW YORK.

Assets.....\$31,700,000

Surplus.....\$ 5,500,000

THE Undersigned having been appointed

Agents in Hongkong, China, for the

above Company, are prepared to Accept

Risks at greatly reduced rates and upon

terms very favourable to the assured.

For full information and particulars,

apply to

OLYMPHANT & Co.,

Agents,

Hongkong, January 21, 1878.

## DENTAL NOTICE.

D. H. ROGERS begs to intimate to his

Friends that he is about to visit

SHANGHAI, and will be absent from Hong-

kong from April 1st to June 15th.

Hongkong, March 4, 1878.

## Intimations.

G. FALCONER & Co.

WATCH and CHRONOMETER

MANUFACTURERS,

AND

JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS

AND BOOKS.

46, Queen's Road Central,

Hongkong, April 20, 1878. my20

NOTICE.

A. MILLAR & Co.

PLUMBERS, and GAS FITTERS,

Queen's Road East,

HONGKONG.

September 15, 1877.

FOR STORAGE in GODOWNS, Praya

Central.

Apply to RUSSELL & Co.

Hongkong, March 28, 1878. ap26

STANDARD FIRE OFFICE, LONDON.

THE Undersigned having been appointed

Agents to the above Company at this

Port, are prepared to grant Policies against

Fire to the extent of \$40,000, on Buildings

or on Goods stored therein.

Discount 20 %

VOGEL, HAGEDORN & Co.

Hongkong, March 1, 1878.

Auctions.

PUBLIC AUCTION.

SUPERIOR ENGLISH and CHINA-

MADE HOUSEHOLD FURNITURE,

PICTURES, PIANO, &c., &c.

THE Undersigned has received in-

structions from EDWARD MOORE,

Esq., to sell by Public Auction, on

SATURDAY,

the 27th day of April, 1878, at 2 o'clock

p.m., at his Residence, No. 9, Upper

Mosque Terrace,—

The whole of the HOUSEHOLD

FURNITURE, &c., comprising: English-

made Drawing-room Suite, Covered with

Crotonne, Blackwood Carved Embroid-

</



## NOTICES TO CONSIGNEES.

## PACIFIC MAIL STEAMSHIP CO.

CONSIGNEES of Cargo by the Company's Steamer *CHINA*, are hereby notified that their Goods are being landed and stored in the Godowns of the Company at their risk and expense.

No Fire Insurance has been effected.

RUSSELL & Co.,  
Agents.

Hongkong, April 17, 1878.

## S. S. EMERALDA, FROM MANILA.

CONSIGNEES of Cargo by the above-named Steamer are hereby notified that their Goods are being landed and stored in the Godowns of the Underwriters at their risk and expense.

No Fire Insurance has been effected.

RUSSELL & Co.,  
Agents.

Hongkong, April 17, 1878.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## S. S. IRAOUADY.

## NOTICE.

CONSIGNEES of Cargo per S. S. *Indra*, from London, in connection with the above Steamer, are hereby notified that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 17th instant, at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriters.

Goods remaining unclaimed after To-day, the 23rd instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUEY,  
Agent.

Hongkong, April 17, 1878.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underwriters for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DU POUEY,  
Agent.

Hongkong, April 10, 1878.

## Intimations.

## AFONG,

PHOTOGRAPHER,  
by appointment, to  
H. E. SIR ARTHUR KENNEDY,  
GOVERNOR OF HONGKONG;  
and to

H. I. H. THE GRAND DUKE ALEXIS  
OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB,  
HAS on hand the Largest and Best  
collection of Views of China, Photo-  
graphic Albums, Frames, Cases, &c., of  
assorted sizes. Ex S. S. *Tigre*, Revolving  
Standard Albums, Armorial Monograms  
and Postage Stamp Albums, Russia Leather,  
Velvet and carved-wood Albums, Cases and  
Frames, also Albums for Cabinet Portraits  
only, Portraits of the Generals of the present  
 Russo-Turkish War, Eminent British  
Statesmen, the two Chinese Ambassadors,  
in Cabinet and Carte de Visite sizes.  
Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

## ESTATE OF DODD &amp; Co.

AT the MEETING held on the 12th  
Instant at Messrs Dodd & Co.'s  
Offices, the following RESOLUTIONS  
were carried:

1. That the affairs of the said Dodd  
& Co. shall be liquidated by arrangement,  
and not in Bankruptcy.

2. That FRANCIS CHOMLEY be, and he  
is hereby appointed Trustee.

3. That H. A. BENDROTH and EDWARD  
FRY be, and they are hereby appointed a  
Committee of Inspection.

All PAYMENTS on account of the  
Estate, it is requested, will be Paid to the  
order of the Undersigned.

F. CHOMLEY,  
Trustee for the Estate of  
Dodd & Co.

Amoy, January 14, 1878.

## NOTICE.

OFFICE OF THE SHANGHAI STEAM  
NAVIGATION COMPANY,  
IN LIQUIDATION.

A FOURTH RETURN of CAPITAL  
at the Rate of THREE FARLS  
per SHARE will be made to Shareholders  
of Record on the 1st April; Payable at the  
Office of the Liquidators, on MONDAY,  
the 8th April.

Warrants will then be delivered by the  
Undersigned to Shareholders, or their  
lawful representatives, on presentation of  
Share Certificates for Endorsement.

The Transfer BOOKS of the Company  
will be CLOSED from the 1st to the 8th  
April inclusive.

By Order,

RUSSELL & Co.,  
Liquidators.

Shanghai, March 30, 1878.

## To Let.

## TO BE LET.

From 1st May.

SHOP and DWELLING ROOMS, at  
present occupied by Messrs THOMSON  
& HIND.

Apply to  
J. D. HUMPHREYS.

Hongkong, April 13, 1878.

## TO LET.

THE Dwelling House No. 6, Mosque  
Terrace, possession from 15th April  
next.

Three Offices, in Club Chambers.

Apply to  
DOUGLAS LAPRAK & Co.

Hongkong, March 4, 1878.

## TO LET.

HOUSE No. 9, Queen's Road Central,  
with Godown attached.

House No. 2, Seymour Terrace.

DAVID SASSOON, SONS & Co.

Hongkong, January 4, 1878.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debt contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:—

ANTIOCH, American barque, Capt. W. B.  
Seymour.—Chinese.

LADAGO, American ship, Captain C. B.  
Pierce.—Captain.

FLORENCE NIGHTINGALE, British barque,  
Captain A. McIntyre.—Arnhold, Karberg  
& Co.

DEVANA, British barque, Capt. William  
May.—Melchers & Co.

LADY PENRYN, British barque, Capt.  
E. Owen.—Vogel, Hagdorn & Co.

SARAH NICHOLSON, British ship, Capt.  
Jas. G. Selkirk.—Butterfield & Swire.

H. G. JOHNSON, American barque, Capt.  
Isaac N. Colby.—Arnhold, Karberg & Co.

FORWARD, British barque, Capt. James  
W. Vandervord.—Rozario & Co.

RAJANATHIANMAR, British ship, Capt.  
G. T. Hopkins.—Yuen Fat Hong.

## To-day's Advertisements.

## FOR MANILA.

The Steamship  
"EMERALDA,"  
CULLEN, Master, will be  
despatched for the above Port  
at Noon, TO-MORROW, the 23rd instant.

For Freight or Passage, apply to  
RUSSELL & Co.

Hongkong, April 22, 1878.

FOR SWATOW, AMOY, TAIWANFOO  
AND TAMSUI.

The Steamship  
"HALLOONG,"  
Captain GOODE, will be de-  
spatched for the above Ports  
on TUESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to  
DOUGLAS LAPRAK & Co.

Hongkong, April 22, 1878.

## FOR MANILA.

The Spanish Steamer  
"PANAY,"  
GOYENECHE, Master, will  
have immediate despatch as  
above.

For Freight or Passage, apply to  
REMEDIOS & Co.

Hongkong, April 22, 1878.

## MONTHLY SERVICE.

FOR PORT DARWIN, COOKTOWN,  
SYDNEY AND MELBOURNE,

taking Cargo and Passengers for all Aus-  
tralian and New Zealand Ports.

TASMANIA, FIJI & NEW CALEDONIA.

The Departure of the Aus-  
tralian Steam Navigation  
Co.'s Chartered Steamship  
"THE ALBION."

Post, Commander, is unavoidably POST-  
PONED until WEDNESDAY, the 24th  
Instant, at Noon.

Mails at Post Office will close at 11.30.

GEO. R. STEVENS & Co.,  
Agents.

Hongkong, April 22, 1878.

## SHIPPING.

## ARRIVALS.

April 20, *Madras*, British steamer, 1079,  
Wm. Richardson, London Feb. 19, via  
ports of call, and Singapore, General.—  
MELCHERS & Co.

April 21, *Glenartney*, British steamer,  
1371, W. A. Gulland, Nagasaki April 16,  
Rice.—JARDINE, MATHESON & Co.

April 21, *Glamis Castle*, British steamer,  
1688, J. Greig, Simonoseki April 16,  
Rice.—BUTTERFIELD & SWIRE.

April 21, H.M.S. *Grouler*, from Pakhoi.  
April 21, *Rajanathianmar*, British ship,  
993, G. T. Hopkins, Bangkok April 14,  
General.—YUEN FAT HONG.

April 21, *Bowen*, British steamer, 844,  
J. Miller, Sydney March 23, via Queensland  
Ports, and Singapore April 15, General.—  
GIBB, LIVINGSTON & Co.

April 21, *Ocean King*, British steamer,  
1660, Courtenay, Greenock March 14,  
Port Said and Singapore, General.—GIBB,  
LIVINGSTON & Co.

April 21, *Nizam*, British steamer, 1277,  
A. N. Barlow, Bombay March 19, Galle,  
Penang, Singapore, and Saigon April 17,  
Mails and General.—P. & O. S. N. Co.

April 21, *Aurora*, British barque, 280,  
Milne, Bangkok March 7, General.—  
CAPTAIN.

April 22, *Ling Fung*, Chinese R. O., from  
Canton.

April 22, *Java*, Dutch steamer, 880,  
Weber, Saigon April 16, Rife and Salt.—  
Wm. PEARCE & Co.

April 22, *Standard*, British steamer,  
1074, W. W. Lyon, Saigon April 7, Rice  
and Salt.—SIEMSEN & Co.

April 22, *Penedo*, British steamer, 652,  
J. Olin, Bangkok April 13, Rice.—MEL-  
CHERS & Co.

April 22, *Argentine*, British steamer, 915,  
H. Barwick, Chetoo and Swatow April 31,  
General and Treasure.—JARDINE, MATHE-  
SON & Co.

## ARRIVALS.

April 22, *Beethoven*, German barque, 840,  
Hajo, Chetoo April 7, Beans.—MELCHERS  
& Co.

April 22, *Ningpo*, British steamer, 761,  
R. Cass, Shanghai April 19, General.—  
SIEMSEN & Co.

April 22, *Emeralda*, British steamer,  
395, Cullen, Amoy April 21, General.—  
RUSSELL & Co.

April 22, *Charlotte Andrews*, British  
barque, 855, G. E. Place, Tournon April 12,  
General.—ROZARIO & Co.

## DEPARTURES.

Apr. 21, *Egeria*, for Whampoa.

21, *Douglas*, for Coast Ports.

21, *Fernandez*, for Amoy.

21, *Emmy*, for Amoy.

21, *Quikstep*, for Vancouver's Island.

21, *St. Idem*, for Bangkok.

21, *Pacific*, for Yap (Caroline Group).

22, *M. Schkau*, for Bangkok.

22, *Ocean King*, for Shanghai.

22, *Ningpo*, for Canton.

22, *Aurora*, for Amoy.

## CLEARED.

*Emy*, for Bangkok.

*Quinta*, for Saigon.

*Altona*, for Saigon.

*Empire*, for Manila.

## PASSENGERS.

## ARRIVED.

Per *Madras*, from London, via ports of  
call, for Hongkong, Mr. Bank, and 80 Chi-  
nese; for Higo, Mr. Hughes; for Yoko-  
hama, Mr. Schlesselman.

Per *Grouler*, from Pakhoi, Mr. Bullock  
(late H.B.M.'s Consul at Pakhoi).

Per *Rajanathianmar*, from Bangkok, Miss  
De Costa, Messrs. Rose, and Shaab, and 79  
Chinese.

Per *Bowen*, from Sydney, &c., Messrs  
Gittins and Bathgate, and 330 Chinese.

Per *Ocean King*, from Greenock, Mr.  
Ritchie.

Per *Emeralda*, from Amoy, Mrs. Euer-  
man, Messrs. T. Ortuano and E. Pereira,  
and 320 Chinese.

Per *Charlotte Andrews*, from Tournon,  
Miss Place.

Per *Java*, from Saigon, 38 Chinese.

Per *Standard*, from Saigon, 17 Chinese.

Per *Argentine*, from Chetoo and Swatow,  
68 Chinese.

Per *Beethoven*, from Chetoo, 1 Chinese.

Per *Ningpo*, from Shanghai, 87 Chinese.

## DEPARTED.

Per *Douglas*, for Swatow, Capt. and Mrs.  
Brown; for Amoy, Mr. E. Perpetuo.

Per *Emmy*, for Amoy, 6 Chinese.

## SHIPPING REPORTS.

The British steamer *Madras* reports:  
Experienced heavy weather in the English  
Channel and Bay of Biscay; thence fine  
weather and light winds for the remainder  
of the voyage.

The British steamer *Glenartney* reports:  
Light winds and calms with very dense  
fog throughout.

The British steamer *Glamis Castle* re-  
ports: Experienced light variable winds  
and foggy weather throughout the passage.

The British steamer *Rajanathianmar* re-  
ports: From Bangkok Bar to Cape Pa-  
daran fine weather with light S.E. winds  
and smooth water, from Condore to Cape  
Padaran fresh N.E. wind and head sea,  
from Padaran to port light Southerly winds  
and smooth water. Steamers in port,  
*Tindem Abbey* and *Danube*. On 18th inst.  
off Cape Varla, passed a steamer bound  
South, supposed to be one of Siamese and  
Co.'s.

The British steamer *Ocean King* reports:  
On the 16th March experienced a strong  
gale at N.E., causing damage to boat,  
&c., since which very fine weather.

The British steamer *Nizam* reports:  
From Bombay to Singapore light winds  
and fine weather. On the 3rd inst. an ac-  
cident occurred to the machinery rendering  
it necessary to put in to Saigon for repairs,  
left Saigon at noon on Wednesday the 17th  
inst., passed Cape St. James at 6 p.m.  
same date, from thence to Cape Padaran  
strong Easterly wind and high sea, thence  
light Easterly and South-easterly winds  
and fine weather, anchored in Taitan  
Channel on account of dense fog on the  
morning of 21st, arrived at Hongkong at  
11 a.m. same date.

The Dutch steamer *Java* reports: Fine  
weather and light Southerly winds.

The British steamer *Standard* reports:  
Fine weather throughout with light South-  
easterly winds.

The German barque *Beethoven* reports:  
Moderate monsoon the first part, later-  
ly S.W. winds. Arrived in port 15 days  
out.

The British steamer *Ningpo* reports:  
Light variable winds and foggy weather  
throughout. Spoke S. S. *Louisa Castle*,  
*Chinkiang* and *Priam* on 19th inst., and  
*Yangtze* and the French mail on 21st, all  
from the port for Shanghai.

The British steamer *Emeralda* reports:  
Left Amoy on the 21st, had light and  
moderate S.W. winds and fog to the  
Lampoon. Thence to port strong N.E.  
winds and squally, heavy thunder and  
lightning and thick weather to port. Was  
detained 24 hours at Amoy through fog,  
also steamers *Kwantung*, *Taiwan*, and  
*Anchises* all detained through the fog.

The British steamer *Penedo* reports: Left  
Bangkok at noon 13th instant, thence to  
Pulo Obi fresh S.W. winds, to Cape Pa-  
daran strong N.E. winds, thence to port  
moderate S.E. to S.W. winds, fine weather  
throughout. Left at Bangkok Bar British  
ships *Golden Spur*, *Frederick*, and *Kate*  
*Waters*. At 5.30 p.m. 18th passed steamer  
*Madagascar* bound to Bangkok, 13th passed  
steamer *Wacht* 8 miles N.W. of Padaran.  
In Mantung a steamer and German barque  
just arrived; passed Green Island at 6.30  
this morning.

The B. and A. M. S. *Bowen* reports:  
On March 28th, at 12.15 p.m., let go from  
wharf, Sydney. On 28th, at 1.30 p.m.,  
having received English mails, also cargo  
and passengers, &c., weighed anchor and  
proceeded. On 29th, 8.10 p.m., anchored  
in Koppel Bay, and at 9 p.m. proceeded.  
On 30th, 11.45 p.m., anchored off Bowen.  
On 31st, 8.30 a.m., left Bowen, and at 1.30  
p.m. arrived Cleveland Bay and proceeded  
again at 6.15 p.m. On April 1st, 8.30, let  
go anchor in Cooktown Roads. On 2nd,  
noon, having received 81 Chinese for Hong-  
kong, also mails, cargo, &c., proceeded.  
On 3rd, 8.45 a.m., stopped and let go an-  
chor off the Home Islands, let being too  
thick and squally to proceed, 8.50 a.m.  
weighed anchor and proceeded full speed,  
8 p.m. anchored off the Home Islands, dark  
and thick weather. On 4th, 4.20 a.m.,  
weighed anchor and proceeded, 1.30 p.m.  
anchored off Thursday Island. On 5th,  
4.15 a.m. weighed anchor and proceeded

towards Singapore. On 16th, 10.20 a.m.,  
arrived Tanjung Pagar Wharf, Singapore,  
5.20 p.m. left wharf and proceeded towards  
Hongkong. On 21st, 4.30 p.m. arrived  
Hongkong. The *Bowen* experienced  
night variable winds and fine weather  
nearly the whole passage.

## POST OFFICE NOTIFICATIONS.

## MAILS WILL CLOSE:—

For SHANGHAI.—  
Per *Kashgar*, at 9 a.m. To-morrow, the  
23rd inst. Late letters received from  
9.10 to 9.30, with 18 cents late fee.

For YOKOHAMA.—  
Per *Malacca*, at 9.30 a.m. To-morrow, the  
23rd inst., instead of as previously  
notified.

For SWATOW, AMOY, TAIWAN, AND  
TAMSUI.—  
Per *Hailong*, at 11.30 a.m. To-morrow,  
the 23rd inst.

For SHANGHAI.—  
Per *Radnorshire*, at 3.30 p.m., on Tues-  
day, the 23rd inst.

For PORT DARWIN, COOKTOWN, AND  
SYDNEY.—  
Per *Thales*, at 11.30 a.m., on Wednesday,  
the 24th inst., instead of as pre-  
viously notified.

MAILS BY THE UNITED STATES PACKET.  
The United States Mail Packet *China*  
will be despatched on TUESDAY, the  
23rd instant, with Mails for Japan,  
San Francisco, and the United States,  
which will be closed as follows:—

2 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes, but Letters  
(except for Non-Union Countries) may  
be posted on board the Packet with  
Late Fee of 18 cents extra Postage  
until the time of departure.

Correspondence for Non-Union West Indies  
(except the Bahamas and Hayti), Costa  
Rica, Honduras, Monte Video, New  
Granada, Paraguay, and Uruguay can  
no longer be sent by this route.

Hongkong, April 16, 1878.

MAILS BY THE TORRES STRAITS PACKET.—  
The Australian Contract Packet *Bowen*,  
will be despatched from Hongkong, on  
WEDNESDAY, the 24th instant, with  
Mails for Singapore, Somerset,  
Cooktown, Cleveland Bay, Bowen,  
Koppel Bay, Brisbane, Sydney, Tas-  
mania, New Zealand, and Melbourne.

Correspondence cannot be Registered after  
11.15 a.m.

The Mails will be closed at 11.30 a.m.  
Supplementary mail received on board  
with late fee of 18 cents till time of  
departure.

Correspondence for Southern and Western  
Australia can be sent by this route if  
desired, but as a general rule it is  
better to send it via Galle.

Hongkong, April 8, 1878.

MAILS BY THE FRENCH PACKET.—  
The French Contract Packet *Djemnah* will  
be despatched from Hongkong on  
THURSDAY, the 27th instant, with  
Mails to and through the United  
Kingdom and Europe, via Mar-  
seille; to Saigon, Singapore, Bata-  
via, Galle, Pondicherry, Madras,  
Calcutta, Bombay, Aden, Suez, and  
Alexandria.

The following



afternoon on board the *Victor Emanuel*. They afterwards paid a visit to H.M.'s Naval Yard, and were escorted over the various workshops and stores by the Commodore, and showed much interest in what they saw.

The British steamer *Ocean King* reports having spoken the following vessels:—March 31st, steamship *Burmese*, from London to China Ports, lat. 12.31 N., long. 43.53 E.; April 9th, steamship *Ajax*, from London to China Ports, lat. 12.31 N., long. 43.53 E.; 14th, steamship *Sarpedon*, from Liverpool, lat. 5.45 N., long. 81.45 E.; steamship *Agamemnon*, lat. 2.21 N., long. 101.64 E.; 17th, British ship *Gaulea*, from Manila to Liverpool, lat. 5.00 N., long. 106.50 E.; 19th, British ship *Windhover*, from London to Shanghai, lat. 11.59 N., long. 110.50 E.

We have received a copy of a new work by Mr. Giles, the author of *Chinese Sketches* and other publications on Chinese subjects, entitled *A Glossary of Reference on subjects connected with the Far East*, published by Messrs. Lane, Crawford & Co. at Hongkong, Messrs. Kelly and Walsh at Shanghai and Yokohama, and Messrs. Triebner & Co. in London. We shall notice the publication at length on a future occasion.

We learn that H. M. S. *Andacious* arrived at Nagasaki when the steamer *Glenariff* was in that port (on the 15th), and caused no small consternation by her saluting powers. The three Russian men-of-war—*Bayan*, *Haydamack*, and *Vladimir*—are still in Yokohama; and no little excitement was felt at the presence of H. M. S. *Modeste*, *Egeria*, *Junco*, and *Katrel* in the same harbour, on account of the warlike telegrams which were being then received.

We have been favored with the following rather meagre report of the P. & O. S. S. *Nizam's* mishap:—

The *Nizam* left Singapore on the 1st instant and experienced light northerly winds until the 3rd instant. At 2 p.m. of that day the engines were stopped owing to some defect, and the ship put under canvas. The wind at the time was North-easterly. On the morning of the 4th the wind fell very light, and there being a strong current setting to the westward the vessel could make no headway, and it was therefore decided to anchor. She came to an anchor at 1 p.m., and preparations were then at once made to get the second life-boat ready for sea. The 2nd officer (Mr. Lees) left the ship at 5.45 p.m., for Cape St. James, to obtain assistance, his crew consisting of one A.B., 6 lascars and 4 coal trimmers, besides a Chinese passenger. The boat had fine weather until 6 p.m. of the 5th, when a nasty sea got up and the boat was at times in some danger of being swamped: the hands being kept continually bailing to keep her free. They reached Cape St. James at 2.20 a.m. of the 6th and Mr. Lees at once went on shore and telegraphed to Saigon for assistance; when the French man-of-war *Bourayne* was sent in search of the disabled vessel. In the meantime the *Nizam* had got underweigh with one engine and all the canvas she could spread, and managed to reach Cape St. James at 7.20 a.m. of the 7th, when she was towed to Saigon by the *Bourayne*.

The S.S. *Ocean King*, Captain Courtenay, arrived here to-day from Greenock via Suez, and the usual ports of call. She is a new steamer of 1600 tons register and in every respect a fine looking craft and a credit to her builder—Mr. J. E. Scott of Greenock. She is intended we understand to compete in the annual race home with new teas this year, and judging from her passage out she will be found a no mean antagonist. She made the run from Greenock to Suez in 11 days and 5 hours, the quickest run on record. The distance from Greenock to this port was covered in a little over 60 days including stoppages, just one day in excess of the *Loudoun Castle* from London. During the run from Singapore to this port she encountered a heavy gale of wind and a heavy sea, which smashed boats, and wrenched up the steam pipes, besides doing other damage. The vessel behaved exceedingly well however and has given much satisfaction to those on board. Captain Courtenay is to be congratulated on his new command. The following are her dimensions: length 850 feet (from top of funnels to head of sternpost), breadth 36 feet; depth of hold 25½ feet. Her engines are a pair of Inverted Compound direct acting engines, of 450 H.P., constructed by Mr. J. Thomson.

The China Merchants' Company's steamer *Haining* arrived yesterday (April 17th) with two of her plates on the starboard side stove in. She had been in collision with the *Ping-on* in the Peiho River. The *Ping-on* is also said to be damaged.—N. O. L. News.

We are informed that the United States Consul General received instructions by Mail to-day (April 18th) directing him to release Mr. A. S. Ford from arrest, and that

the latter is instructed to report to the State Department.—Shanghai Courier.

The introduction of screw steamers on the Japan line, by the Mitsui Bishi Company, has been attended with two casualties, involving, in one instance, the loss of five lives and the narrow escape of twenty-seven others. The first mishap occurred with the *Kokoyasu Maru* (late *King Richard*), in the Nagasaki Harbour, where she came in contact with a foreign-owned barque, which sustained rather serious damage. The second accident happened during the passage of the *Takachiho Maru*, (late *Lotus*) to this port. She left Yokohama on the evening of the 3rd inst., and shortly before 5 o'clock on the morning of the 5th she was steaming through the Osaka Gulf, about fifteen miles from Kobe, when a glimmering light came to view, three or four ships' lengths off. It proved to be that of a small Japanese steamer, running between Osaka and Awa (supposed to be the *Mitsui Maru*), and a few seconds after the light was first seen a collision appeared to be inevitable. The *Takachiho Maru's* engines were stopped and reversed, and orders given for the rig to be in readiness to be lowered. She struck the other vessel on the port quarter, and it was at once apparent that the damage to the small steamer was so great that all efforts to keep her afloat would be futile, for she appeared to be divided into two parts, and her upper works only were visible. Three boats were immediately lowered from the *Takachiho Maru*, and twenty-seven persons, all Japanese, were rescued from the water and wreckage, and placed on board, where they were well cared for. There were thirty-two persons on the wrecked steamer at the time of the collision, and with the view of picking up the missing ones, if possible, the *Takachiho Maru* stood by the wreck an hour and a half, but no opportunity presented itself to save more lives. The accident is attributed to insufficiency of lights on board the small steamer.—N. O. L. News.

We find the following late telegram in the *Brisbane Courier*:—

London, March 24, 11.45 p.m.—The training ship *Eurydice*, 4 guns, 921 tons, Captain Marcus A. Hare, capsized, in a squall, this afternoon, off Dunstaff, Isle of Wight. Of those on board only two were saved. It is believed that forty were drowned.

London, March 24, 3.15.—At the wreck of the *Eurydice*, over 300 lives were lost, including all the chief officers of the ship. She was returning to Spithead from a training cruise to the West Indies. Only two are known to have been saved.

London, March 26.—The Elephant and Castle Theatre, Walworth-road, was burnt down to-day. A six-days' pedestrian match took place at the Agricultural Hall, Islington. O'Leary won the first prize, walking 820 miles.

We regret to hear of the loss of the British steamer *Haining* off a place called Kooshan, near Chefoo. The news reached town on the 17th instant, but it was in the nature of a private telegram. The *Shanghai Courier* says:—

The S.S. *Ping On* arrived to-day (17th) from Tientsin, but further particulars about her collision with the *Haining* in the Peiho river, are not forthcoming. We regret to say, however, that she brings the report of the loss of the steamer *Haining*, belonging to the China Coast S. N. Co. It appears that on the 14th instant, about 2 p.m., off Kooshan, a whistle was heard, and two steamers were seen about 5 miles off, making signals. The *Ping On* bore down to them, and found the *Haining* on a rock, and the *Ping On* S.S. *Lee Yuen* in attendance. The *Ping On* took one European and forty-two Chinese to Chefoo, arriving there at 10.20 p.m. the same day. On the 15th, at 1 a.m. H.M.'s gunboat *Sheldrake* left Chefoo to render assistance to the *Haining*; and at 7.30 a.m. the *Ping On* having landed the rescued persons left for Shanghai.

The *Haining* belonged to the China Coast Navigation Company and was under the command of Captain Hamlin, formerly of the S. S. *Conquest*. Captain Hamlin has had many years experience on the Coast between Shanghai and Tientsin, having been Chief Officer in the same Company's steamers, and his numerous friends will much regret to hear of his misfortune. The accident was owing to the dense fogs which are very prevalent in that neighbourhood. The *Haining* was nearly a new vessel, having been built in 1873. She has been almost constantly engaged in the Tientsin trade, and was a great favorite with foreigners and Chinese alike.

We (Straits Times) learn that the dollar refused as legal tender in Penang, according to the paragraph quoted yesterday from the *Penang Gazette*, is the new Japanese Trade Dollar, not the Yen, and it may be as well to explain the law on the subject. Sections 2, 3, and 4 of Ordinance No. 17, of 1867 made legal tender in the Colony from the 1st April 1867, the Hongkong Dollar, the Silver Dollar of Spain, Mexico, Peru, and Bolivia, and the subsidiary silver and bronze coins, fractional parts of a dollar, previously current under Act No. VI of 1847 of the Indian Legislature, or to be in future issued from Her Majesty's Mint or any branch thereof. On the 10th January 1874, an Order of the Governor in Council was issued making the American Trade Dollar and the Japanese Dollar or Yen legal tender. Since then, the Japanese Government have issued a Trade Dollar, different from the Yen, and which is reported to be of the same weight (420 grs.) and touch (900) as, and in fact to be the exact counterpart of, the American Trade Dollar. This Dollar, however, has not yet been declared legal tender in this Colony, and it has been refused as such by the Banks here as well as in Penang. We understand that representations have been made to the Government here by agents of the Japanese Government with a view to having this new dollar declared legal tender in the Straits, and the matter is now under consideration. They have been imported here, we have been informed, by the Hongkong and Shanghai Bank, as it seems they can be laid down at par, whereas American Trade and Mexican Dollars cost at least one and a half per cent. over. The weight and fineness of the different dollars now

circulating here and in China are as follows:—	Weight.	Ten.
Hongkong Dollar 1868—68 Tr. Gr.	414.97	901.6
Mexican Dollar old.	418.68	902.0
do. new.	418.18	900.0
do. single 1875	417.54	898.0
Japanese Yen.	417.10	900.8
American Trade Dollar	420.04	900.4
Japanese Do.	420.04	900.4

THE HARBOUR-MASTER'S REPORT.  
The following Report of the Harbour-Master for the year 1877 is published in the *Government Gazette* of Saturday last for general information:—

#### SHIPPING.

2.—I am this year again able to report favourably on the trade of the Colony. The returns show that in the year 1877, 2,869 vessels, excluding junks, measuring 2,445,756 tons were entered at this office. This is an increase on 1876 of but 2 vessels only, but the amount of tonnage shows an increase of 272,320 tons. This increase is partly due to two river steamers having been re-measured in February last, when it was discovered that their tonnage had previously not been correctly calculated.

3.—Of the above number of vessels entering the port, 2,109 vessels, measuring 1,982,126 tons, or 73.6 per cent. of ships and 80.96 per cent. of tonnage were steamers; and this proportion is divided as follows:—British, 1,789 vessels and 1,616,276 tons, or 84.88 and 81.64 per cent. respectively; French, 88 vessels and 159,192 tons, or 4.17 and 6.53 per cent. respectively; German, 84 vessels and 66,820 tons, or 3.98 and 3.57 per cent. respectively; Chinese 80 vessels and 67,417 tons, or 3.79 and 3.40 per cent. respectively; Spanish, 41 vessels and 16,178 tons, or 1.34 and 0.82 per cent. respectively; the remaining 27 vessels and 56,240 tons, or 1.29 and 2.84 per cent. respectively are American, Danish, and Dutch.

4.—Of the sailing vessels, 760 in number and of 463,532 tons capacity, 286 measuring 231,222 tons, or 37.65 per cent. of vessels and 50.53 per cent. of tonnage, were under the British flag; and of the whole trade in Foreign bottoms, steam and sailing, consisting of 2,869 vessels and 2,445,756 tons. British vessels absorb 2,075 vessels and 1,850,558 tons, or 72.32 per cent. of vessels and 75.68 per cent. of tonnage capacity.

5.—There has been an increase in the trade between Hongkong and the Coast of China and Formosa, but chiefly in Native bottoms. The trade with Cochin-China and with Great Britain has also improved; but between this Port and other parts of the world there is no considerable difference.

6.—The trade with the Ports of Hoi-how in the Island of Hainan, and Pakhoi, and Haiphong in the Gulf of Tonquin, becoming one of importance, a total of 108 vessels and 42,165 tons having been entered, and 119 vessels measuring 46,971 tons cleared during the year, but this does not give the entire traffic of the recently opened Ports, as vessels leave here for those places and return by way of more Southern Ports in order to fill up cargo and passengers, and although these vessels may bring cargo and passengers from the new ports, the vessels are entered at this Office as having arrived from the last port of departure which is probably Saigon or Bangkok.

I am informed that if the Chinese Merchants at Pakhoi could depend on steam vessels calling at that Port regularly, the trade of the place would increase. It is said that the junk owners combine together and will not carry produce for merchants who have been known to ship cargo by steamers. A regular line of steam vessels would place merchants at Pakhoi in an independent position, and would soon outstrip the monopoly of the carrying trade now enjoyed by owners of junks.

7.—I attach a diagram showing the amount of tonnage, in Foreign and Native built vessels, that has been entered during the period contained between the years 1867 to 1877, inclusive. I purposely commence with 1867 as that was the first year in which this Government kept a record of the junk trade.

8.—The diagram will show at a glance that, while the years 1867, 1868 and 1869 were periods of depression, there was a steady increase for the three following years; and that for the three years 1873 and 1874 there was again a decrease, since when the tonnage of all classes of vessels has steadily risen until it has reached its present figure of 2,869 vessels measuring 2,445,756 tons, with a total of 441,972 seamen. These numbers consist of vessels arriving from Ports outside the Colony, and do not include the local traffic between the villages of the Colony and the City of Victoria.

9.—It is only by consulting the summary in Return XV, that a correct notion can be formed of the vast traffic of this Colony. That return shows that a grand total of 67,051 vessels measuring 8,594,545 tons, with crews numbering 793,968, have been on the move in this port during the year. These vessels have not only carried their cargoes and crews, but have assisted in the transport of 1,829,804 Chinese passengers, and this traffic is irrespective of the many steam-launches which ply in the waters of the Colony, conveying passengers of whom without very great additional trouble no record could be kept.

10.—His Excellency the Governor in a conversation with me touched on the desirability of keeping a record of the value of the Imports and Exports of the Colony. I have made inquiries on the point, and with regard to Singapore—a free Port, like Hongkong, but with an Import and Export Office—I find that in consequence of the rapidity with which vessels arrive and leave the Colony, there is great difficulty in keeping correct records. Vessels have to leave before there is time to deposit proper copies of the manifests, and after the vessels have left, firms carrying the cargo lose sight of the manifests, and their cargo lists and confusion must necessarily arise until much valuable time has been lost, and an office here would require an addition to the staff and increased accommodation in the building.

11.—Correct trade statistics are a matter of much importance in a colony like Hongkong, and I venture to suggest that should the Government deem it of sufficient consequence to establish an Import and Export Office, much valuable information on the subject could be obtained either from the un-official Members of the Legislative Council or from the Chamber of Commerce.

#### JUNK TRADE.

12.—This trade, ever a fluctuating one, has kept up its character as such in 1877. In the month of January, there was an increase; in February a sudden decrease took place, and little difference was observ-

ed until June, when there was an increase, and this increase has continued until the end of the year.

13.—The number of documents issued from this office in February was nearly the lowest number issued during the eleven years that Ordinance No. 6 of 1866 has been in force, and in October the maximum for the same period was reached.

14.—The whole trade in junks arriving from Ports outside the Colony amounted last year to 26,500 vessels and 1,793,768 tons, being 1,186 vessels and 71,332 tons in excess of the arrivals in 1876. In view of the much greater facilities offered by the conveyance of goods and passengers in vessels propelled by steam it is surprising to find the trade in native bottoms on the increase, and to attribute some of the apparent increase to the having constituted Yau-má Ti in British Kowloon an out station. It was inconvenient to send rowing boats across the harbour to board every junk arriving at Yau-má Ti, and it would have been hard, seeing the important station that place has become, to compel junk-masters anchored off Yau-má Ti, to come over to Victoria to report. With the increased facilities given to junk-masters for reporting, more correct records of the arrivals and departures are kept.

15.—The all important subject of the so-called blockade of the Colony by vessels belonging to the Chinese Government is a matter that I approach with great delicacy. It was the general opinion, and I shared in that view, that the blockade would have a tendency to check the trade and consequent prosperity of the Colony; but, in the face of the figures which these returns exhibit, and which are calculated year by year with much care, I am unable any longer to see that the effect of the blockade has been so detrimental as it was thought it would be. Grievances which at one time were continually cropping up, have, in great measure, ceased; and the honest trader does not seem to be interfered with more than is necessary to protect the Chinese revenue.

16.—The junk trade was at its minimum in 1867 and 1868. It then steadily increased until 1872, after that there was a falling off until 1875, and since the latter year the trade has continued to improve.

17.—Reports have reached me of the seizure of small boats carrying salt, but on inquiry it has been found that these vessels have been captured in Chinese waters while endeavouring to evade the payment of the salt tax. These boats of about 800 piculs (18 tons) leave—Yau-má Ti generally—with a larger number of men than vessels of their size require for purposes of navigation. The men are well armed and prepared to fight their way; and, being such, are a class of persons not deserving of encouragement.

18.—The following complaint reached me in December last. The master of the trading junk *Kwok Tak Wo* cleared at this office in the usual manner, and left the gunpowder anchorage on the 30th November laden with 2 cases of cartridges, 100 cases, and 200 kegs of gunpowder for conveyance to Macao. The boat was stopped at the Kap-shi-mun Pass, and the master ordered to return to Hongkong, where he redeposited his cargo. On inquiry I ascertained that the Viceroy of the Kwangtung province had on the 17th November given instructions that the authorities at that Pass were not to allow any vessels having gunpowder and such like articles on board to proceed, unless the master of the vessel had a document signed by the Governor of the place of shipment, certifying that the gunpowder was being legally exported. This complaint is under the consideration of His Excellency the Governor.

#### EMIGRATION.

19.—Under this head there has been a decrease of 6,609 Chinese emigrants, chiefly due to the opposition shown by the State of California to the further introduction of Chinese labour into that State. There is a decrease of 4,472 on the number emigrating to California in 1876.

9,562 Chinese left Hongkong for San Francisco, while 7,130 returned from that place during the year.

Portland, in Oregon, has however taken 1,088 Chinese, being an increase of 163 on 1876.

20.—The Government of Queensland have passed an act by which the emigration of Chinese to that Colony has, since May last, virtually ceased. The total number of Chinese leaving for Cooktown from 1875 to 1877 inclusive was 20,960, and the number of Chinese returning during the same period was 6,193, leaving 14,767, less loss from Ordinary casualties.

21.—Port Darwin in the Northern Territory of South Australia received 97 Chinese during the year, and it is probable that more Chinese will be required, the climate, as in Queensland, being well adapted for the introduction of Chinese labour.

22.—There is a decrease of 1,940 Chinese to Manila, as also a decrease of 1,225 to the Straits Settlements.

23.—A contract has been entered into between the Peruvian Government and Messrs. Olyphant and Co. of this place for the introduction of free Chinese labour into Peru; but the question as to whether the emigration shall be of emigrants from China embarking at Hongkong for their destination or embarking direct from Chinese Ports is not yet decided, and the matter is occupying the attention of this and the Imperial Governments.

24.—1,102 Chinese emigrants proceeded to the Sandwich Islands in 1877, being 10 less than the number that left in 1876. The demand has, however, arisen for a much larger number of Chinese labourers for the Islands. The Government, in the view of the condition of the labour laws of the Sandwich Islands, and in the meanwhile emigration to Honolulu is in abeyance.

#### REGISTRY OF SHIPPING.

25.—There are at present 62 vessels registered at this Port, being 4 vessels less than were registered in 1876. 8 Vessels have been added and 12 vessels' registers have for various reasons been cancelled. The amount of fees received under this heading is \$321.00.

#### MARINE MAGISTRATE'S COURT.

26.—195 cases have been tried. None of them were of a serious character.

#### EXAMINATIONS FOR THE PORTS OF MASTERS AND MATES, UNDER ORDINANCE NO. 17 OF 1860.

27.—There were 29 candidates, of whom 19 obtained certificates and 10 failed.

28.—It will tend greatly to the safety of many of the steam vessels trading to this place when a board is constituted for the examination of engineers. At present, there are several steamers with no one but Chinese engine drivers on board. Men who, if a serious casualty happened at sea, are totally incompetent to make any but the most trivial repairs.

29.—The Steam Launch Ordinance pro-

vides for the examination of the men who drive licensed steam launches, and the engines and boilers are subjected to a six-monthly inspection, but for a vessel over the size of an ordinary launch engineers of higher qualifications than Chinese at present possess are a matter of necessity.

#### MARINE COURTS, UNDER ORDINANCE NO. 11 OF 1860.

30.—The following Courts have been held during the year:—

1. On the 6th March, 1877, inquiry as to the loss of the British barque *Lilly Gales*, Official No. 70,181, on the North-east side of Pratas Shoal in the China Sea. Certificate of competency returned to the master.

2. On the 27th March, 1877, inquiry as to the loss of the British ship *John O'Gaunt*, official No. 24,201, on a reef on the East side of the Island of Batang, Philippine Islands. The master's (John Please) certificate of competency was suspended for six months.

3. On the 17th April, 1877, inquiry as to the loss of the British barque *Naworth Castle*, official No. 53,116, on the Bombay Shoal, Farallone Group, China Sea. The master, Henry Philip Weppendor, was washed overboard and drowned soon after the vessel struck.

4. On the 2nd July, 1877, inquiry as to the stranding of the British steamship *Thalia*, official No. 52,608, on a rock about two miles S. by E. of Cambridge Point, of the Mount Adolphus Islands, near North Queensland. Certificate of competency returned to the master.

5. On the 23rd October, 1877, inquiry as to the loss of the British barque *Morse*, official No. 13,777, on the North West corner of the Pratas Shoal in the China Sea. Certificate of competency returned to the master.

6. On the 29th November, 1877, inquiry as to the loss of the British barque *Queensberry*, Official No. 16,928, on a reef lying off the South West Coast of the Island of Palawan in the China Sea. Certificate of competency returned to the master.

#### SEAMEN.

31.—7,358 seamen have been shipped and 7,728 seamen have been discharged at the Shipping Office of this Department. Of the difference, 870, most of the men have left the Colony without being regularly shipped.

I have the honour to be, Sir,  
Your most obedient Servant,  
H. G. THOMSON, R.N.,  
Harbour Master, &c.  
The Honourable J. Gardiner Austin, O.M.G.,  
Colonial Secretary, &c., &c., &c.

#### Australian Items.

By the E. & A. steamer *Bowen*, Captain Miller, we have late Australian files to hand, from which we take the following:—

Melbourne, March 6.—In the boat race, the Melbourne crew got away with the lead, which was increased to two lengths when 200 yards had been rowed. The Sydney men then went up, having the best side of the river, and led slightly at the junction of the Saltwater River with the Yarra. The Melbourne men rowing well within themselves, then, holding their opponents safe, went to the front at Humberg Reach, leading all the way to the finish, winning very easily by one length. No time was taken, as the umpire's boat stuck on the bank at the start, and he never saw the race at all.

March 12.—On Thursday next, Mr. Jenner, in the Legislative Council, will move that a conference be sought with the Legislative Assembly. The motion is likely to be carried but the Council will, it is said, insist on the withdrawal of the item for payment of members in the Appropriation Act as a preliminary measure.

The differences between the Legislative Council and Assembly are in a fair way of settlement.

March 13.—The Government decline the proposal of the Legislative Council for a conference until the Payment of Members Bill has been passed.

March 17.—The flood reached its height yesterday at 9 o'clock, when at the foot of Emerald Hill the water was five feet deep.

Hundreds of families have been obliged to leave their houses. The Richmond district has been equally afflicted. The flood is now visibly subsiding.

It is probable that the Government will engage Sir J. Coode, C.E., to report on the prevention of floods in the Upper Yarra.

March 21.—At a caucus meeting of the members of the Legislative Council to-day it was strongly prognosticated that a termination of the political crisis would be settled to-night.

The Cable Conference is fixed to open on April 20, Colonel Glover presiding.

Sydney, March 15.—The *Chimborazo*, s.s. of the Orient line, from London to this port, while on her voyage from Melbourne, went ashore at Beecroft Head, north of Jervis Bay. All the passengers are landed safely. The fore compartment is full of water, and the damage is reported as serious. *Womira*, s.s., brings the passengers to Sydney.

March 16.—The *Chimborazo*, s.s., remains at anchor in Jervis Bay, making no water in the main compartment. The *Collaroy*, s.s., alongside, and tranships the passengers. The *Womira*, s.s., is also alongside, taking on board a portion of the cargo. The sea is perfectly smooth.

March 17.—The steamship *Chimborazo's* passengers have been brought on safely from Jervis Bay to this port. It is stated that the divers, amongst whom was Captain Hall, found no less than 20 feet of keel gone aft of fore foot. The vessel is seriously damaged, but is likely to be brought safely on to Sydney.

March 20.—The Marine Superintendent of the A.S.N. Co. has suggested that, in order to get the *Chimborazo* to Sydney, extra bulkheads be built up about the damaged portion of the hull, and securely shored off. The cargo has been trimmed aft, and so lightened that the vessel is now two feet less deep in the water forward, and the water is kept down by a powerful centrifugal pump which has been set to work.

March 21.—In the Legislative Assembly last night, the Postmaster-General said it was probable that out of the cable conference, which would meet shortly in Melbourne, something would arise in reference to the renewal of the postal contracts with the Imperial Government. The Government of New South Wales would expect advantages for the San Francisco line corresponding to those given to Suez mail service.

Wellington, (N.Z.) Feb. 27.—The *Durham*, s.s., reports a large sea serpent being seen off the coast. Thirty feet of the monster was out of water. The crew and passengers confirm the statement.

Brisbane, March 20.—The Government have decided to increase the subsidy granted to the E. and A. Company, on condition of an increased rate of speed being obtained. The Company are having two new steamers built.

Seven thousand persons were present at the turning of the first sod of the Maryborough and Gympie Railway.

The Governor had a grand welcome, about 5000 persons being present.

Triumphal arches were erected and sixteen hundred children sang the National Anthem.

#### Quotations.

HONGKONG, April 22, 1878.

OPIMUM.—New Patna, cash...	\$580 a 562½
Old Patna, cash...	None
New Benares, cash...	555 a 556½
Old Benares, cash...	None
New Malwa, cash...	745
Allowance Teels...	750
Old Malwa, cash...	None
Allowance Teels...	None
CAMPION...	163 a 17
QUICKSILVER...	63½ a 64
SALT-PETRE...	6.25 a 6.80

#### Exchange.

Bank on demand...	3/10½
30 days' sight...	3/10½
6 months' sight...	3/11
Credit...	3/11½
Documentary, 6 months' sight...	3/11½
Bombay, demand Rupees...	22½
Calcutta...	22½
Shanghai, demand...	72½
30 days' sight...	72½
Bar Silver, 17, dwts. B...	8½
Sycee...	11½ a 12 p.m.
Mexican...	26.80
Gold Leaf...	5.34
English Sovereign...	5.25
Australian Sovereign...	5.25
Discount...	6 to 6½

#### Shares.

Hongkong Bank, 61½	prom.
Union Ins. Society of Canton	\$1,335
China Traders' Ins. Co.	\$1,260
Chinese Insurance Co.	\$260
Yangtze Ins. Assoc.	Tls. 820
North China Ins. Co.	Tls. 960
H.K. Fire Ins. Co.	\$460
China Fire Ins. Co.	\$172
H.K. & W. Dock Co.	8½ prom.
H.K. & S. S. Co.	\$3½
Shanghai Steam Navigation	Tls. 21
Hongkong Gas Co.	\$78
Hongkong Fuel Co.	555
China Sugar Refining Co.	1½



## Mails.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CHINA will be despatched for San Francisco, via Yokohama, on TUESDAY, the 23rd instant, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

A REDUCTION OF TWENTY PER CENT on regular rates is granted to OFFICERS OF THE ARMY AND NAVY, AND MEMBERS OF THE CIVIL AND CONSULAR SERVICES IN COMMISSION.

Freight will be received on board until 4 p.m., of 22nd instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 3, Praya Central.

RUSSELL & Co., Agents.

Hongkong, April 16, 1878. ap23

## NOTICE.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, COLOMBO, ADEN, SUER, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES.

Also, PONDICHERY, MADRAS, CALCUTTA AND BOMBAY.

ON SATURDAY, the 27th April, 1878, at Noon, the Company's S. S. D'EMANAH, Commandant CHAMPENOIS, with MALES, PASSENGERS, SPORE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 p.m., Specie and Parcels until 8 p.m. on the 26th April, 1878. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY, Agent.

Hongkong, April 20, 1878. ap27

## NOTICE.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship NIZAM, Captain A. BARLOW, will leave this on SATURDAY, the 4th May, at Noon.

For further Particulars, apply to A. LIND, Superintendent.

Hongkong, April 20, 1878. my4

## Occidental &amp; Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco via Yokohama, on THURSDAY, the 3rd May, at 3 p.m., taking Passengers and Freight, for Japan, the United States, and Europe.

Freight will be received on Board until 4 p.m. of the 2nd May. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

SPECIAL REDUCTIONS granted to Officers of the Army and Navy and to Members of the Civil and Consular Services.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 3, Praya Central.

G. B. EMORY, Agent.

Hongkong, April 20, 1878. my5

## Notices of Firms.

## NOTICE.

MR. THEODOR JOHANNES EN. GELBRACHT VON PUSTAU has been authorized to Sign our Firm per procurator.

Wm. PUSTAU & Co.

Hongkong, March 22, 1878. ap23

## NOTICE.

MR. HORATIO GAY JAMES was admitted a Partner in our Firm on the 1st January, 1878.

GEO. R. STEVENS & Co.

Hongkong, January 5, 1878. my1

## NOTICE.

I HAVE This Day established myself at this Port as a MERCHANT and COMMISSION AGENT, under the Style or Firm of GEO. R. STEVENS & Co., who will henceforward conduct the Agency of the AUSTRALASIAN STEAM NAVIGATION COMPANY.

G. R. STEVENS.

Hongkong, December 29, 1877. my1

## NOTICE.

THE Interest and Responsibility of Mr. EDWARD CUNNINGHAM in our Firm in Hongkong and China, CEASED on the 31st December last.

RUSSELL & Co.

China, March 8, 1878. ap23

## NOTICE.

THE Interest and Responsibility of the Undersigned in the Chinese Mail, 華字日報 (Wah Tse Yat Po), CEASED from the 1st August, 1877, but prior to that Date will be received and paid by him.

OHUN AYIN.

Hongkong, April 6, 1878.

## NOTICE.

IN Reference to the above, the Undersigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr. LEONG YOK CHUN, as Translator and General Manager of the newspaper, which under its new régime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

KONG CHIM.

Lessee of the Hongkong Chinese Mail, Hongkong, April 6, 1878.

## NOTICE.

MR. CHARLES VON BOSE has been authorized to Sign our Firm per procurator at Canton.

CARLOWITZ & Co.

Canton, April 2, 1878. my1

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Canton, April 2, 1878. my1

## Insurances.

## YANGTZE INSURANCE ASSOCIATION.

CAPITAL—Fully Paid-up.....Tls. 420,000  
PERMANENT RESERVE....." 230,000  
SPECIAL RESERVE FUND....." 75,000  
Total Capital and accumulations.....Tls. 725,000  
to this date.

## Directors:

F. B. FORBES, Esq., Chairman.  
M. W. BOYD, Esq. | O. KREBS, Esq.  
M. P. EVANS, Esq. | C. LUCAS, Esq.

## Secretaries:

Messrs. RUSSELL & Co., Shanghai.  
London Bankers:  
Messrs. BAKING BROTHERS & Co.

## Agencies in:

HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Subject to a charge of 12 1/2 per cent on Shareholders' Capital, ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, October 1, 1877. ocl

## CHINESE INSURANCE COMPANY. (LIMITED).

## NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association. Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYMPHANT & Co., General Agents.

Hongkong, April 17, 1878.

## ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant insurances at current rates.

MELCHERS & Co., Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1803.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant insurances against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

## SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

## Directors:

KWOK ACHONG, Merchant.  
PANG YIM, Merchant.  
Ho SAM, of Hop Yik Chan, Merchant.  
Loo YING, of the Yee On Hong, Merchant.  
LEE SENG, of Lai Sing Firm, Merchant.  
CHANG SING YONG, Merchant.  
CHOW CHAM, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on Buildings and on Goods stored therein at CURRENT RATES, subject to DISCOUNT of 20 per cent on the Premium.

OFFICE, Nos. 8 and 9, Praya West.

Hongkong, August 23, 1877. au23

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The Third, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant insurances as follows—

Marine Department.  
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.  
Policies granted for long or short periods at current rates. A discount of 20 per cent allowed.

Life Department.  
Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.

## MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Pootung, Shanghai and Hankow, and are prepared to grant insurances at current rates.

HOLLIDAY, WISE & Co.  
Hongkong, October 14, 1875.

## Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name.	Section.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Altona	4	c Müller	Ger.	str.	1179	April 13	Wm. Pustau & Co.	Saloon
Alverton	4	c Darnell	Brit.	str.	1088	April 18	Meyer & Co.	at daylight
Argentine	5	c Barnett	Brit.	str.	915	April 22	Jardine, Matheson & Co.	
Bombay	2	c	Brit.	str.	749	Feb. 12	Kwok Acheong	Laid up
Bowen	5	c Miller	Brit.	str.	844	April 21	Gibb, Livingston & Co.	24th inst.
Cassandra	2	c Langer	Ger.	str.	95	Oct. 2	Kwok Acheong	Laid up
China	2	c Berry	Amer.	str.	3836	April 16	Wm. Pustau & Co.	At dawn Dock
Emerson	5	c Cullen	Brit.	str.	385	April 22	Russell & Co.	Ythama & S. F. close
Fatchoy	2	c Holland	Brit.	str.	153	April 18	Gee Cheong Hong	Manila
Fitzpatrick	2	c Humphries	Brit.	str.	597	April 21	Butterfield & Swire	
Glenfinlas	5	c Greig	Brit.	str.	1588	April 21	Jardine, Matheson & Co.	
Glenfalloch	5	c Gulland	Brit.	str.	1371	April 21	Jardine, Matheson & Co.	
Glenfinlas	5	c Wilcox	Brit.	str.	1866	April 14	Jardine, Matheson & Co.	
Glenfalloch	5	c Taylor	Brit.	str.	1386	April 17	Jardine, Matheson & Co.	
Glenroy	4	c Donaldson	Brit.	str.	1372	April 6	Jardine, Matheson & Co.	
Gwallior	2	c Babot	Brit.	str.	1720	April 20	P. & O. S. N. Co.	Shanghai
Hailong	5	c Goode	Brit.	str.	277	April 18	Douglas Lapraik & Co.	Tamsui, etc.
Hankow	8	c Symington	Brit.	str.	2332	April 20	Siemssen & Co.	To-morrow
Java	3	c Weber	Dut.	str.	886	April 22	Wm. Pustau & Co.	
Keinchow	2	c Green	Brit.	str.	1034	April 17	Melchers & Co.	
Lorne	5	c McCulloch	Brit.	str.	1079	April 20	Melchers & Co.	Yokohama & Higo
Madras	4	c Richardson	Brit.	str.	1478	April 16	P. & O. S. N. Co.	Yokohama
Malacca	3	c Smith	Brit.	str.	642	April 19	Landstein & Co.	Coast Dock
Messia	3	c Morrey	Brit.	str.	678	Mar. 17	Landstein & Co.	
Minerva	5	c Pascoe	Brit.	str.	1025	April 19	Siemssen & Co.	
Nizam	5	c Barlow	Brit.	str.	1727	April 21	P. & O. S. N. Co.	Europe, etc.
Ocean King	5	c Courtenay	Brit.	str.	1680	April 21	Gibb, Livingston & Co.	Shanghai
Panay	5	c Gwynne	Brit.	str.	500	Oct. 30	Romedios & Co.	To-day
Penedo	4	c Cain	Brit.	str.	852	April 22	Melchers & Co.	Saloon
Quarta	3	c Haye	Ger.	str.	731	April 20	Soy Sing	Saloon
Quinta	3	c Wrange	Ger.	str.	874	April 17	Order	Saloon
Radnorshire	3	c Thomson	Brit.	str.	1201	April 8	H. Kier & Co.	Saloon
Rejansattianhar	2	c Hopkins	Brit.	str.	993	April 21	Yuen Fat Hong	Saloon
Standard	2	c Lyon	Brit.	str.	1074	April 22	Siemssen & Co.	Saloon
Thales	4	c Pocock	Brit.	str.	700	Mar. 29	Gee R. Stevens & Co.	Saloon
Takya Yee Ryan	1	c Evans	Brit.	str.	480	April 2	Captain	Saloon
Yotung	2	c Goggia	Brit.	str.	266	Mar. 27	Kwok Acheong	Saloon

Sailing Vessels								
Anna Sieben	4	Paulsen	Ger.	bge.	325	April 5	Eduard Schellhass & Co.	Callao
Antioch	5	Seymour	Amer.	bge.	646	April 6	Chinese	
Aurora	1	Milne	Brit.	bge.	259	April 21	Captain	
Beethoven	3	Haje	Ger.	bge.	840	April 22	Melchers & Co.	
Blanca Fortis	1	Tancredi	Ital.	bge.	688	Mar. 31	Thos. Howard & Co.	
Black Prince	5	Inglis	Brit.	sh.	750	April 2	Turner & Co.	
Bua Pan	2	Moller	Siam.	sh.	674	April 8	Kim-ye-joong	
Carl	3	Thomson	Ger.	bg.	215	April 15	Arnhold, Karberg & Co.	Montain
Chandos	2	Emery	Amer.	sh.	1506	Mar. 6	Captain	San Francisco
Conchita	4	Arias	Span.	bge.	430	Mar. 14	Remedios & Co.	Manila
Corona	4	Spence	Brit.	sh.	1189	Feb. 18	Meyer & Co.	
Cresswell	2	White	Brit.	bge.	404	April 13	Chinese	
Crusader	4	Gorham	Amer.	bge.	668	Mar. 14	Captain	
Devana	7	May	Brit.	bge.	795	April 9	Melchers & Co.	
Eleana	2	Barnby	Amer.	sh.	1181	Feb. 28	Vogel, Hagedorn & Co.	London
E. G. Johnson	3	Fornken	Hawa.	bg.	312	Mar. 10	Wieler & Co.	Honolulu
Elizabeth Ostle	8	Kia	Brit.	bge.	740	April 14	Meyer & Co.	
Emu	2	Asala	Brit.	bge.	773	Mar. 11	Melchers & Co.	Bangkok
Empire	3	Leckie	Amer.	sh.	1130	Feb. 21	Memorata Maritima	Manila
Enid	2	Braithwaite	Brit.	bge.	495	April 1	Arnhold, Karberg & Co.	
Florence Nightingale	7	Molntyre	Brit.	bge.	464	April 8	Arnhold, Karberg & Co.	
Forward	7	Vandervord	Brit.	bge.	757	April 16	Rozario & Co.	
Frank Marion	4	Eldridge	Amer.	bge.	678	April 7	Meyer & Co.	
Freeman Clark	3	Dwight	Amer.	sh.	1336	Jan. 19	Vogel, Hagedorn & Co.	Portland (Oregon)
Glamorganshire	4	Mokachun	Brit.	bge.	456	April 18	H. Kiser & Co.	
Goodell	7	French	Amer.	bge.	840	April 4	Arnhold, Karberg & Co.	
Great Admiral	4	Thompson	Amer.	sh.	1576	Aug. 10	Russell & Co.	
H. G. Johnson	7	Colby	Amer.	bge.	1081	April 16	Arnhold, Karberg & Co.	
Hark Away	4	Petta	Brit.	bge.	773	Feb. 13	Russell & Co.	
Helene	3	Volguardsen	Ger.	bge.	372	Mar. 31	Wieler & Co.	Bangkok
Hudson	4	Langhan	Amer.	bge.	662	April 19	Butterfield & Swire	
Jean Pierre	3	Leasse	Fch.	bge.	607	Mar. 15	Carlowitz & Co.	Bangkok
Julia	2	Lauray	Fch.	bge.	504	April 14	Carlowitz & Co.	
Kim Yung Tye	3		Siam.	bge.		Mar. 31	Chinese	
Ladago	3	Pierce	Amer.	sh.	866	April 6	Captain	
Lady Penrhyn	7	Owen	Brit.	bge.	815	April 12	Vogel, Hagedorn & Co.	
Mario Charlotte	3	Mehonas	Feb.	bge.	380	Mar. 23	Carlowitz & Co.	Callao & Valparaiso
Michael Selchau	3	Gerstenberg	Dan.	bge.	447	April 2	Wieler & Co.	Bangkok
Mosquito	1	Miles	Brit.	bg.	197	Feb. 26	Rozario & Co.	Melbourne & Sydney
Nturod	3	Clark	Brit.	bge.	695	Jan. 24	Adamson, Bell & Co.	
North Star	7	Thomson	Amer.	sh.	1374	Feb. 28	Russell & Co.	San Francisco
P. J. Carleton	4	Amabury	Amer.	bge.	986	Feb. 28	Vogel, Hagedorn & Co.	San Francisco
Phaxon	2	Scheel	Brit.	bge.	576	April 14	Wieler & Co.	
Phillip Fitzpatrick	3	Phelan	Amer.	bge.	582	Mar. 27	Rozario & Co.	Bangkok
Robert Becher	4	Schultz	Ger.	bge.	398	April 15	Wm. Fustat & Co.	Sand's Slip
Sarah Nicholson	3	Schleit	Brit.	sh.	933	April 14	Butterfield & Swire	
Star of India	3	Holloway	Brit.	bge.	1040	Feb. 14	Olyphant & Co.	
Sumatra	3	Clough	Amer.	sh.	1090	Sept. 5	Russell & Co.	
Taunton	7	Armstrong	Brit.	sh.	687	April 18	Siemssen & Co.	New York
Teodora	2	Hormaza	Span.	bge.	600	Mar. 30	Russell & Co.	Manila
Thomas Fletcher	8	Pendleton	Amer.	bge.	645	April 8	Kim Nam	
Titan	4	Berry	Amer.	sh.	1270	Feb. 7	Russell & Co.	San Francisco
Villa de Rivadabia	4	Canus	Span.	bg.	261	April 5	Remedios & Co.	Yladio
Wega	3	Jachens	Ger.	sh.	1115	Mar. 1	Vogel, Hagedorn & Co.	New York
Wildwood	3	Herriman	Amer.	sh.	1099	Jan. 28	Russell & Co.	Portland (Oregon)
Wm. Turner	2	Vandervord	Brit.	bge.	431	April 16	Rozario & Co.	Chetco